

FIFTEENTH ANNUAL REPORT

OF THE

DIRECTORS OF THE

BOSTON ELEVATED RAILWAY
COMPANY

1912

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Boston Elevated Railway Co.

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BOSTON

PRESS OF GEO. H. ELLIS CO.

1912

DIRECTORS AND OFFICERS

NOVEMBER 6, 1911, TO NOVEMBER 4, 1912.

Directors.

FREDERICK AYER.	FRANK E. PEABODY.
WILLIAM A. BANCROFT.	JAMES M. PRENDERGAST.
JOHN J. BRIGHT.	JAMES L. RICHARDS.
SAMUEL CARR.	WILLIAM S. SPAULDING.
GEORGE P. GARDNER.	EUGENE V. R. THAYER.
CHARLES P. HALL.	ROBERT WINSOR.

Executive Committee.

WILLIAM A. BANCROFT.	JAMES M. PRENDERGAST.
JAMES L. RICHARDS.	ROBERT WINSOR.

Officers.

WILLIAM A. BANCROFT	<i>President</i>
CHARLES S. SERGEANT	<i>Vice-President</i>
MATTHEW C. BRUSH	<i>Second Vice-President</i>
(Elected March 1, 1912.)	
HENRY L. WILSON	<i>Treasurer</i>
HENRY S. LYONS	<i>Secretary</i>
J. HENRY NEAL	<i>General Auditor</i>
GEORGE A. KIMBALL,	
<i>Chief Engineer Elevated and Subway Construction</i>	



BOSTON, MASS., October 31, 1912.

TO THE STOCKHOLDERS OF THE BOSTON ELEVATED RAILWAY
COMPANY:

Important additions to the rapid transit facilities have been made during the past year. The Cambridge Subway, which was built by the Company, with the Beacon Hill Tunnel connection, built by the Boston Transit Commission, was opened for business on March 23, 1912. The East Cambridge Elevated Extension, running from the North Station through the West End district and over the Charles River Viaduct to Lechmere Square, Cambridge, was opened to the public on June 1, 1912.

An additional station at Green Street on the Forest Hills Elevated Extension has been built, and was opened to the public on September 11, 1912.

Changes have been made in Sullivan Square Station which provide separate loading and unloading platforms for inward and outward bound elevated trains, and these new facilities were first opened for public use on August 25, 1912.

Important changes are at present being made in the Dover Street Station that will materially increase its capacity, and these will be completed before the first of the year.

Additional stairways have been provided at the Rowe's Wharf and the Forest Hills Stations, furnishing additional entrances and exits.

The extension of platforms to provide for eight-car trains at all stations except Dover Street have been completed, and, when the new station at Dover Street is finished, the entire Elevated System, including the Washington Street Tunnel,

will have platforms of sufficient length to accommodate eight-car trains.

Surveys have been completed for the Malden Elevated Extension, and contract has been placed for the structure and bridge over the Mystic River.

There have also been added during the year 7.117 miles of surface track, the principal additions being in and around Harvard Square, Cambridge; on Geneva Avenue, Dorchester; and on Southamptton Street, Roxbury and South Boston.

The total length of surface tracks controlled by the Company is now 472.073 miles. This, with the elevated mileage of 35.018 miles, makes a total mileage of 507.091.

The new power station at South Boston and sub-stations at Roslindale; Coolidge Corner, Brookline; Kendall Square, Cambridge; Arlington and East Boston (reference to which was made in the last report),—have been completed, and the South Boston plant began supplying power to these sub-stations and the sub-station at Egleston Square on November 14, 1911. The option which the Company had for a third 15,000 kilowatt turbo generator for the South Boston station has been taken up, and this unit is now being installed, and, when completed, the station will have a generating capacity of 45,000 kilowatts.

The pre-payment car has proved to be such a success that the Company has ordered seventy-five more of the same design as the fifty received last year, and alterations are being made to the earlier semi-convertible cars to convert them to the pre-payment type.

The twenty additional elevated cars and the forty large cars for the Cambridge Subway ordered last year have been received, and twenty more cars to be used in this subway have been ordered.

The Company issued during the year \$5,000,000 4½ per cent. gold bonds, dated November 1, 1911, running for thirty years.

Leases of the Dorchester Tunnel, the Boylston Street Subway, and the East Boston Tunnel Extension, and the extension of

the leases of the Tremont Street Subway, the East Boston Tunnel, and the Washington Street Tunnel, provided for by Chapter 741 of the Acts of 1911, were executed on December 11, 1911.

The leases for all these subways and tunnels run till July 1, 1936, and thereafter until terminated by a two years' notice by either the City of Boston or the Company.

Several increases in wages have been made, and notice has been given to car employees that the act providing for shorter hours of labor in effect January 1, 1913, will be carried out without reduction in pay.

From the summary of stockholders of record June 30, 1912, hereinafter printed, it appears that the total number is 4,828, holding 199,500 shares of stock. Of these, 4,314, holding 178,159 shares, live in Massachusetts. This shows that nearly $89\frac{1}{2}$ per cent. of the stock is held in Massachusetts. The average number of shares held by each stockholder of the company is a little over forty-one shares.

A strike of some of the car service employees, which began on June 7 and lasted until about the first of August, seriously affected the Company's receipts and expenses and was the sole cause of the deficit for the year.

A summary of our business for the year is as follows:—

Gross revenue from operation	\$15,904,046.79	
Operating expenses	10,976,634.33	
Net operating revenue of owned and leased lines .	<u>\$4,927,412.46</u>	
Interest on deposits, etc.	\$52,508.02	
Interest from securities owned	69,460.00	
Interest charged to construction	496,527.19	618,495.21
		<u>\$5,545,907.67</u>
Tremont St. Subway rental	\$211,751.35	
Less amount collected from Bay State St. Ry. Co.	26,011.31	
	<u>\$185,740.04</u>	
Interest on funded debt of West End St. Ry. Co.	725,593.00	
Dividend on preferred stock of West End St. Ry. Co., 8%	512,000.00	
Dividend on common stock of West End St. Ry. Co., 7%	875,710.50	
Dividend on stock of Somerville Horse R.R. Co., 6%	9,180.00	
Taxes on West End St. Ry. Co.	613,839.04	
Interest and taxes on leased property of Bay State St. Ry. Co.	49,955.46	
Rent of Newtonville & Watertown St. Ry.	<u>6,084.10</u>	
Total payments on account of leased railways		<u>2,978,102.14</u>
Interest on funded debt	\$706,000.00	\$2,567,805.53
Interest on unfunded debt	131,033.33	
Taxes Boston Elevated Railway Co.	454,758.82	
Tax on earnings and U.S. income tax	153,158.98	
Washington St. Tunnel rental	340,500.00	
East Boston Tunnel rental	58,781.51	
Cambridge connection rental	<u>18,204.48</u>	<u>1,862,437.12</u>
Balance		<u>\$705,368.41</u>
Dividend No. 23, paid August 15, 1911, 3%,	\$598,500.00	
Dividend No. 24, paid February 15, 1912, 3%	598,500.00	1,197,000.00
Deficit for the year		<u>\$491,631.59</u>

Volume of business for the year:—

Total revenue passengers carried	310,310,009
Increase over business of previous year	5,211,344
Or an increase of about	1.71%

We annex a full statement of our condition for the year ending June 30, 1912, compiled by our General Auditor, Mr. J. Henry Neal.

Appended is a copy of a certificate from Harvey S. Chase & Company, Certified Accountants, certifying to the correctness of the General Balance Sheet and the Income Account.

Respectfully submitted for the Directors,

WILLIAM A. BANCROFT,

President.

BOSTON, MASS., October 1, 1912.

BOSTON ELEVATED RAILWAY COMPANY:

Gentlemen,—As a result of the detailed audit which we have made, we hereby certify that the balance sheet and income statement are in agreement with the books of the Company and in accord with the facts to the best of our knowledge and belief.

Yours respectfully,

HARVEY S. CHASE & COMPANY,
Certified Public Accountants.

GENERAL AUDITOR'S REPORT.

BOSTON, October 1, 1912.

TO THE BOARD OF DIRECTORS OF THE BOSTON ELEVATED RAILWAY
COMPANY:

Gentlemen,—I herewith submit the following statements of the
business of the Company for the year ending June 30, 1912:—

- A. GENERAL BALANCE SHEET.
- B. INCOME ACCOUNT.
- C. TRAFFIC STATISTICS.
- D. MILEAGE OF TRACK.
- E. MILEAGE OF ELECTRIC LINE EQUIPMENT.
- F. EQUIPMENT.
- G. SUMMARY OF STOCKHOLDERS.

Yours respectfully,

J. HENRY NEAL,
General Auditor.

A.

GENERAL BALANCE SHEET.

ASSETS.

Cost of railway	\$30,250,752.11
Equipment	2,917,007.04
Land and buildings	11,754,119.98
Other property	183,682.58
Cash on hand and in bank	1,776,706.86
Bills and accounts receivable	407,954.36
Marketable securities	208,010.72
Bonds deposited with Commonwealth of Massachusetts	500,000.00
Material and supplies	1,277,006.94
Damage and insurance funds invested	1,135,750.00
Somerville Horse R.R. Co.	102,851.11
West End St. Ry. Co. Open account	888,685.85
West End St. Ry. Co. Property account	1,118,131.48

TOTAL ASSETS	<u>\$52,520,659.03</u>
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A.

JUNE 30, 1912.

LIABILITIES.

Capital stock	\$19,950,000.00
Funded debt	18,300,000.00
Notes payable	3,600,000.00
Audited vouchers and accounts	975,047.10
Salaries and wages	246,205.33
Matured interest coupons unpaid	72,030.00
Rentals unpaid	262,084.10
Dividends not called for	3,941.50
Outstanding tickets and checks	35,272.08
Bay State St. Ry. Co. Property account	1,194.79
West End St. Ry. Co. Lease account	1,207,201.98
Taxes accrued and not yet due	1,004,935.29
Interest on funded debt Boston Elevated Ry. Co. and West End St. Ry. Co. accrued and not yet due	402,799.99
Miscellaneous interest accrued and not yet due	68,751.37
Rentals accrued and not yet due	288,239.25
Damage reserve	1,066,680.72
Insurance reserve	809,724.89
Depreciation reserve	900,000.00
Premium from sale of capital stock and bonds available for construction and equipment purposes only	2,603,273.09
Surplus	723,277.55
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TOTAL LIABILITIES	<u><u>\$52,520,659.03</u></u>

B.

INCOME ACCOUNT FOR YEAR

DEBIT.

OPERATING EXPENSES		\$10,976,634.33
For maintenance of way and structures	\$1,593,013.79	
For maintenance of equipment	1,428,574.55	
For general expenses	1,857,126.23	
For traffic expenses	35,784.72	
For transportation expenses	6,062,135.04	
TAXES		1,221,756.84
West End St. Ry. Co.'s tax on capital stock and property	613,839.04	
Boston Elevated Ry. Co.'s tax on capital stock and property	454,758.82	
Boston Elevated Ry. Co.'s tax on earnings and U.S. corporation tax	153,158.98	
Coupon interest on West End St. Ry. Co.'s bonds		725,593.00
Coupon interest on Boston Elevated Ry. Co.'s bonds		706,000.00
Interest on unfunded debt		131,033.33
Rents of leased lines		1,452,930.06
Rent of East Boston tunnel		58,781.51
Rent of Washington Street tunnel		340,500.00
Rent of Cambridge Connection		18,204.48
Rent of Tremont St. Subway	\$211,751.35	
Less amount collected of Bay State St. Ry. Co.	26,011.31	185,740.04
Dividends paid on capital stock		1,197,000.00
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TOTAL		<u>\$17,014,173.59</u>

B.

ENDING JUNE 30, 1912.

CREDIT.

REVENUE FROM OPERATION		\$15,904,046.79
From passenger revenue	\$15,467,351.73	
From parlor, chair, and special car revenue	23,699.98	
From mail revenue	36,773.55	
From miscellaneous transportation revenue	1,552.64	
From station and car privileges	194,886.60	
From rent of tracks and terminals,	49,780.89	
From rent of buildings and other property	103,347.11	
From power	26,654.29	
MISCELLANEOUS INCOME		618,495.21
Interest on deposits, etc.	52,508.02	
Interest from securities owned	69,460.00	
Interest charged to construction	496,527.19	
Deficit		491,631.59
TOTAL		<u>\$17,014,173.59</u>

C.

TRAFFIC STATISTICS.

ROUND TRIPS.

Run by Elevated Passenger cars	902,242
Run by Surface Passenger cars	5,152,210
Run by U. S. Mail cars	19,254
TOTAL	6,073,706

REVENUE MILES.

Run by Elevated Passenger cars	9,362,316
Run by Surface Passenger cars	45,202,162
Run by U. S. Mail cars	225,695
TOTAL	54,790,173

REVENUE CAR HOURS.

By Elevated Passenger cars	661,544
By Surface Passenger cars	4,406,071
By U. S. Mail cars	23,390
TOTAL	5,091,005

PASSENGERS CARRIED.

Revenue Passengers on Elevated and Surface cars . .	310,310,009
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REVENUE.

From Revenue Passengers on Elevated and Surface cars, .	\$15,467,351.73
From Parlor, Chair, and Special cars	23,699.98
From U. S. Mail cars	36,773.55
TOTAL REVENUE FROM CAR OPERATION	\$15,527,825.26
Average per revenue passenger	4.992 cents

D.

MILEAGE OF TRACK.

Total track owned by and leased from the West End St. Ry. Co., June 30, 1911	409.628	miles
Additions for extensions during the year	6.843	"
TOTAL	416.471	"
Reduction for track taken up or transferred during the year,	1.247	"
NET LENGTH OF TRACK OWNED BY AND LEASED FROM THE WEST END ST. RY. CO., June 30, 1912		
Leased from other companies	39.690	"
Operated under trackage privileges	3.669	"
Surface track on Elevated Railway property and on temporary bridges	13.490	"
Total track for Surface cars	472.073	"
Total track for Elevated cars	35.018	"
TOTAL TRACK, June 30, 1912	507.091	"

Which is made up as follows:—

	For Surface Cars.	For Elevated Cars.
Length of main lines	226.914 miles	13.399 miles
Length of second track	193.056 "	13.179 "
Length of sidings, car-house curves, cross-overs, etc.	9.812 "	2.626 "
Length of track in car-houses and yards	42.291 "	5.814 "
TOTALS	472.073 "	35.018 "
The total length of track in reservations is	40.190	"
The total length of track built with heavy girder rail is	427.755	"
The total length of track built in the Tremont St. Subway is	5.382	"
The total length of track built in the East Boston tunnel is	2.800	"
The total length of track built in the Washington Street tunnel is	2.325	"
The total length of track built in the Cambridge Subway and Cambridge Subway connection exclusive of tracks in terminal and track used by surface cars is	7.277	"
The total length of track built on the East Cambridge Viaduct and connections is	2.678	"

E.

MILEAGE OF ELECTRIC LINE EQUIPMENT.

JUNE 30, 1912.

Miles of elevated track completely equipped with electric third rail system	35.018
Miles of track completely equipped with electric overhead system	479.019
Miles of overhead electric feeder lines	528.193
Miles of overhead electric return lines	79.085
Miles of underground conduit	89.048
Miles of underground conduit duct	700.195
Miles of underground electric feeder lines	322.556
Miles of underground electric return lines	153.110
Miles of submarine cables	5.455

F.

EQUIPMENT.

JUNE 30, 1912.

Elevated Railway Box Cars	276
Box Cars, Surface, 16-foot bodies	7
Box Cars, Surface, 20-foot bodies	281
Box Cars, Surface, 24-foot bodies	1
Box Cars, Surface, 25-foot bodies	1,163
Box Cars, Surface, 26½-foot bodies	60
Box Cars, Surface, 28-foot bodies	2
Box Cars, Surface, 32-foot bodies	40
Box Cars, Surface, 33¼-foot bodies	151
Box Cars, Surface, 34-foot, 4-inch bodies	100
Open Cars, Surface, 7 benches	73
Open Cars, Surface, 8 benches	460
Open Cars, Surface, 9 benches	741
Open Cars, Surface, 10 benches	41
Open Cars, Surface, 12 benches	181
Mail Cars, Surface	10
Service Cars	126
Horses	247
Electric Car Motors (582 elevated, 6,031 surface)	6,613
Snow Plows, Horse	74
Snow Plows, Electric	228
Snow Sleds	621
Miscellaneous Vehicles	486

G.

SUMMARY OF STOCKHOLDERS OF RECORD.

JUNE 30, 1912.

<i>State.</i>	<i>No. Stockholders.</i>	<i>Shares.</i>
Massachusetts	4,314	178,159

OTHER STATES.

Maine	53	2,752
New Hampshire	121	3,233
Vermont	10	127
Rhode Island	42	2,441
Connecticut	64	2,687
New York	76	4,354
New Jersey	9	218
Pennsylvania	24	483
Maryland	2	51
District of Columbia	17	688
Virginia	2	3
North Carolina	1	3
Florida	6	292
Louisiana	2	110
Ohio	7	151
Indiana	1	53
Illinois	4	49
Wisconsin	2	103
Michigan	3	46
Missouri	5	93
Colorado	5	79
Washington	2	9
Oregon	1	50
California	21	969
Texas	1	100
	<u>481</u>	<u>19,144</u>

BRITISH PROVINCES.

	<i>No. Stockholders.</i>	<i>Shares.</i>
Quebec	13	1,003
Ontario	2	15
New Brunswick	2	20
Nova Scotia	1	8
British Columbia	3	27
	<hr/> 21	<hr/> 1,073

EUROPEAN COUNTRIES.

Belgium	1	50
Scotland	1	10
England	3	15
France	3	1,010
Italy	1	3
Germany	1	25
	<hr/> 10	<hr/> 1,113

SOUTH AMERICA.

Peru	1	1
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ASIA.

Siam	1	10
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RECAPITULATION.

Massachusetts	4,314	178,159
Other States	481	19,144
British Provinces	21	1,073
European countries	10	1,113
South American countries	1	1
Asiatic countries	1	10
	<hr/> 4,828	<hr/> 199,500



